

... the City Council and the Utah Southern Railroad Company had forwarded him a petition . . . praying for the right of way through this City for said Road, and that this Council suggest the most practicable route.

The Council approved and after discussion "recommended that South Wall Street would be the best and most favorable route for the Public good."¹¹



While the first railroad track was seldom used, the old wagon road beside it had a common purpose.

"The story of Provo, Ut." - J.C. Moffitt

September 28, 1872, the route was specifically designated and, state the minutes, "is hereby granted to said company without charge. Carried unanimously."¹²

With the completion of the Utah Southern Railroad a huge celebration was held in Provo November 28, 1873. People were rejoicing over this achievement of new rail services in and out of Provo. The occasion was a gala affair and was celebrated with the playing of the brass band and the firing of cannon. Four thousand people attended a grand ball that was held in the evening.

This extension of rail service did much to increase the economy of Provo and opened up new markets for the produce of Utah Valley.

In 1881 the Denver and Rio Grande Rail Road was built into Utah, and in 1889 it was converted into a standard road from the narrow gauge which had formerly been established.

In time Provo was served by three railroads, the Denver and Rio Grande, the Utah Railway, referred to as the Coal Road extending into Carbon and Emery Counties, and the Union Pacific Rail Road. The Utah Southern Road became united with the Union Pacific in 1873.

The *Semi-Weekly Enquirer* at Provo published regularly the schedules of the Utah Southern Rail Road extending from Provo to Salt Lake City and from Provo to Nephi.¹³

One such schedule is the following: "Effective Feb. 10, 1889," stated the notice, the "train left Juab at 1:45 p.m. and 5:16 a.m. arriving in Provo at 4:25 p.m. and 7:45 a.m. The train arrived in S.L.C. at 6:40 p.m. and 10:00 a.m."¹⁴

The advantage to Provo following the competition of the Denver and Rio Grande was noted by Sloan in stating, "The completion of the Denver and Rio Grande, gave to Utah County and to Provo, as its capital, advantages equal to those of the three other important cities, and the rapid strides made since then have been noteworthy."¹⁵

In 1896 the Rio Grande Railway Company built a branch of their road from Provo through Provo Canyon to Heber. This route was operated until 1970 when it gradually commenced its termination. By 1972 this route was completely terminated.

Different needs of the people in a changing economy have changed greatly the original purposes of the railroads. Hard surfaced highways, freeways, and gas motors have altered the need for rail-roads. The increased need of coal from Carbon County into Provo and beyond for a time accelerated the hauling of coal from the mines. November 30, 1917, the *Provo Post* noted the "Utah Coal Road has taken over its holdings and sent the first trains for coal today."

While individual residences and small business institutions relatively have less need for coal, the coming of the steel plant into Utah Valley has increased this need and continues to use the route for the benefit of this industry. The national energy shortage focuses attention on the need for Carbon County Coal and is requiring railroad expansions.